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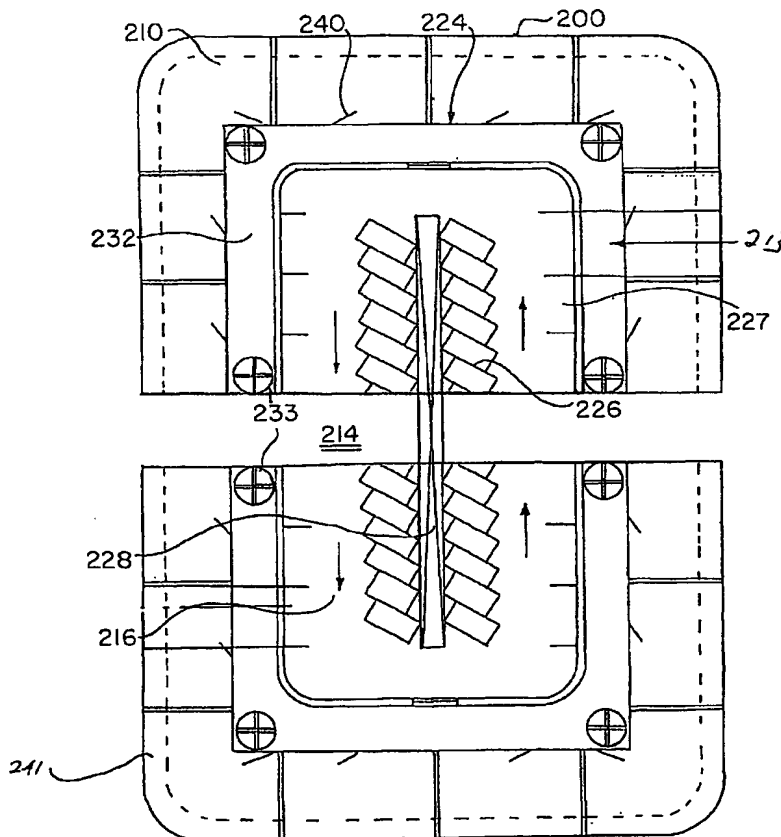
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(54) Title: MIXED-USE PEDESTRIAN-ORIENTED PARKING STRUCTURE



(57) Abstract: A mixed-use pedestrian-oriented parking structure includes at least two sequential multi-level parking units (216); a series of one-directional parking access aisles; angled parking (226) around a central atrium (228) and parallel parking (227) at the outer edge of the parking decks (216); a liner building (210, 212) surrounding the parking units (216) on at least one side of each parking unit (216); and a multi-use buffer corridor (232) defining an interface between the parking units (216) and the liner building (210, 212) which includes at least one common wall with the buffer corridor (232), the wall including passages for access to and from the buffer corridor (232).

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**STATEMENT UNDER ARTICLE 19(1)**

The associated Amendment sets forth the invention in terms which better define over Category X document U.S. 1,830,518A (Mason). More particularly, the structure of Mason does not teach a parking structure having a central solid rectangular atrium 228 within at least one of its parking units. That is, the structure of Mason does not teach the use of atriums. (See Applicant's Figs. 1 and 2), nor does it teach multi-level parking units having one-directional parking access aisles. As may be noted in Figs. 9-14 of Mason, that structure contemplates a bowl-like or terraced relationship between successive levels thereof, this in distinction to Applicant's structure which employs a narrow solid rectangular atrium 228 at the center of its units. Further, Mason teaches

two directional parking access aisles meaning that parking occurs transversely or normal to the direction of travel of vehicles within the parking structure. In distinction, the Applicant's single direction access aisles requires that internal parking (see Fig. 1 of Drawings) be either angled or parallel relative to the direction of travel. Also, the one-directional nature of Applicant's structure requires that a user enter at point 213 of first unit 200 and, to exit, use a second floor cross-over to 204 to reach parking unit 202, and to exit therefrom at point 217 (see Figs. 2 and 3). Further, Applicant's structure reserves second floor cross-over 204 for mixed use, unlike Mason. Finally, the structure of Mason is not designed, nor does it address, a pedestrian walking environment therein.

Respectfully submitted,  
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